

Tactical Wheeled Vehicles Conference

**Marine Corps Systems Command
Briefing**

**Brigadier General J. M. Feigley
Commander
January 2002**



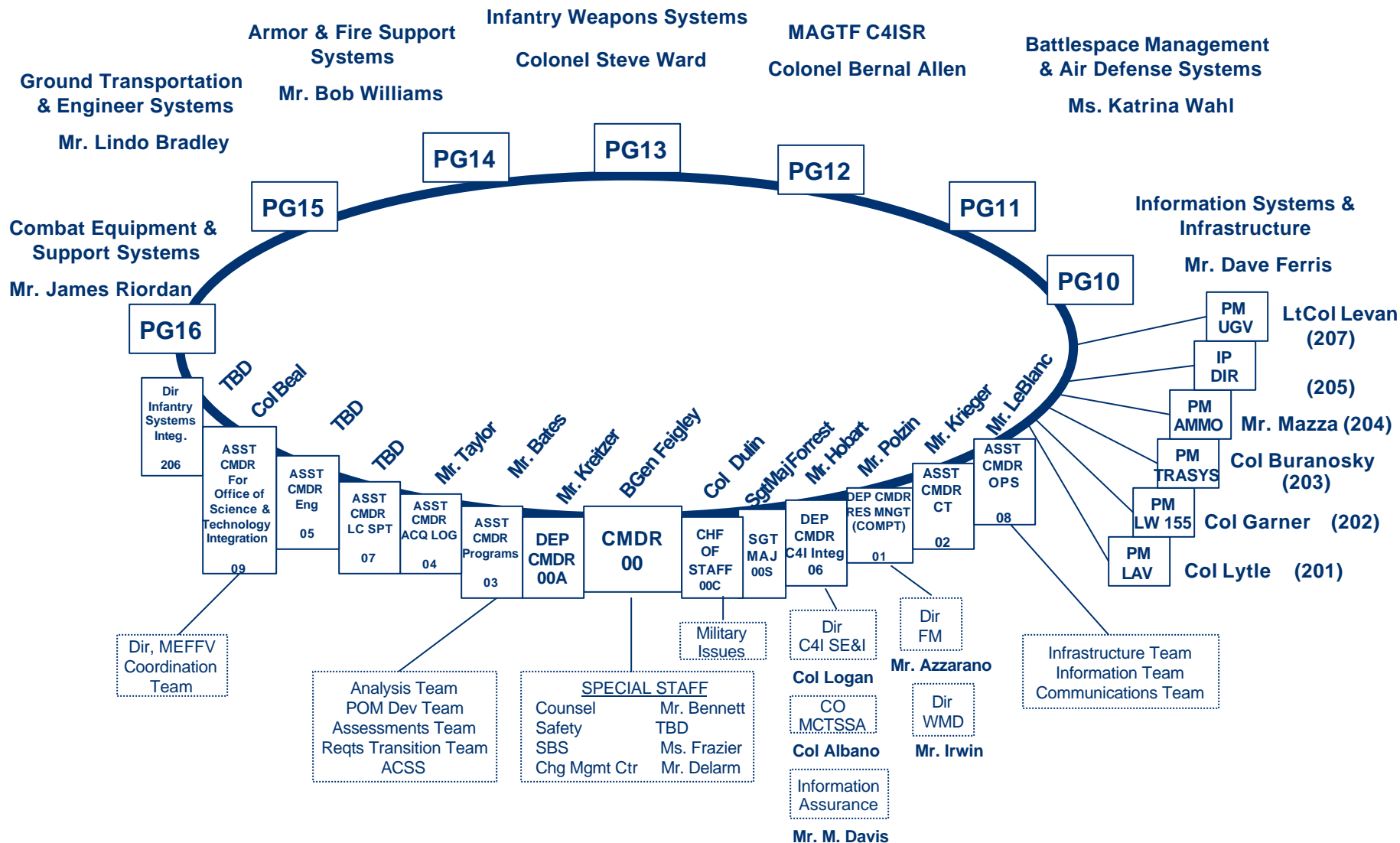


Topics

- MARCORSYSCOM Reorganization
- Ground Transportation & Engineer Systems Product Group
- Program/Vehicle Highlights
- Our Business Model
- Future Opportunities
- Points of Contact



MARCORSYSCOM Organization





Ground Transportation & Engineer Systems (GTES) Organization



Expeditionary Power

Systems

Mr. Gallagher

PMM 154

MTVR

LtCol Schuler

PMM 153

**Engineer
Systems**

TBD

PMM 152

Product Group

Manager

Mr. Bradley

**Ground
Transportation**

LtCol Manley II

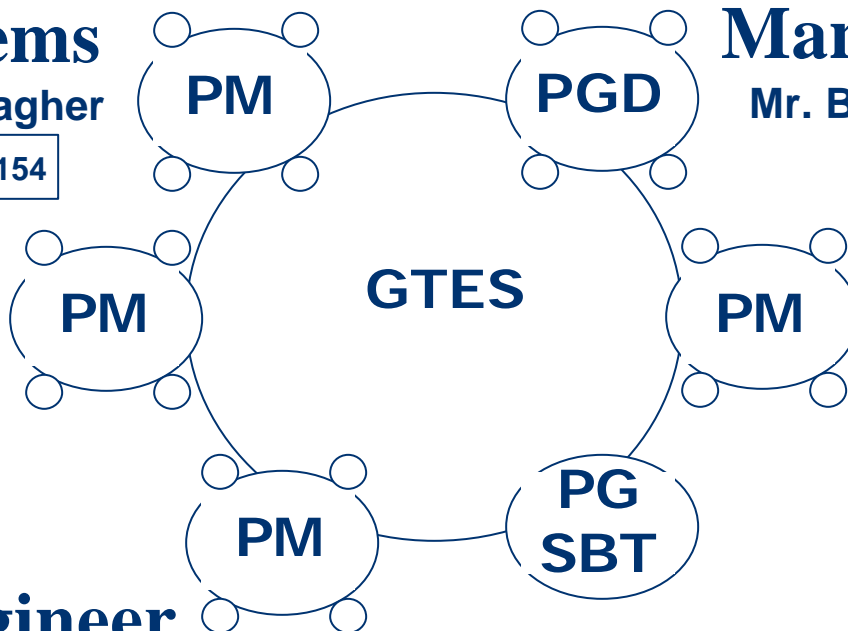
PMM 151

GTES

**Product Group
Strategic Business Team**

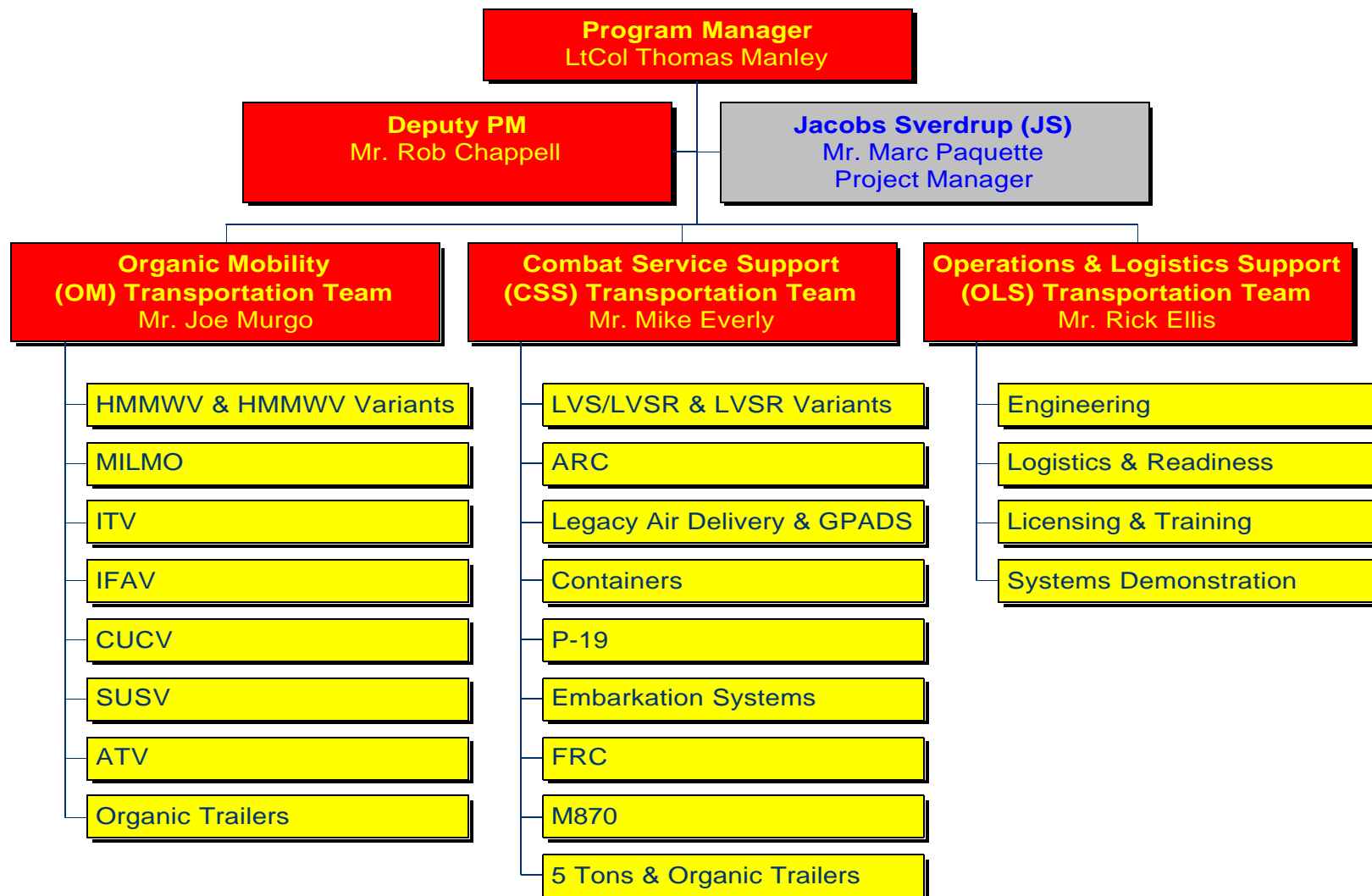
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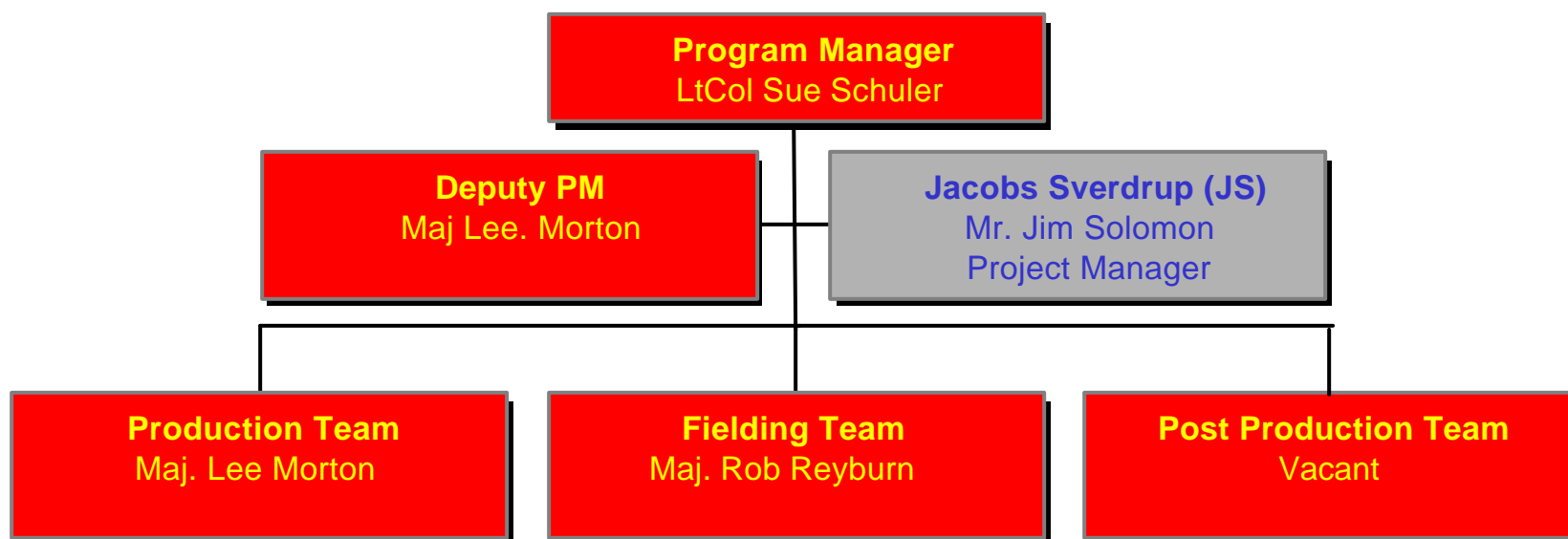


PM Ground Transportation Organization



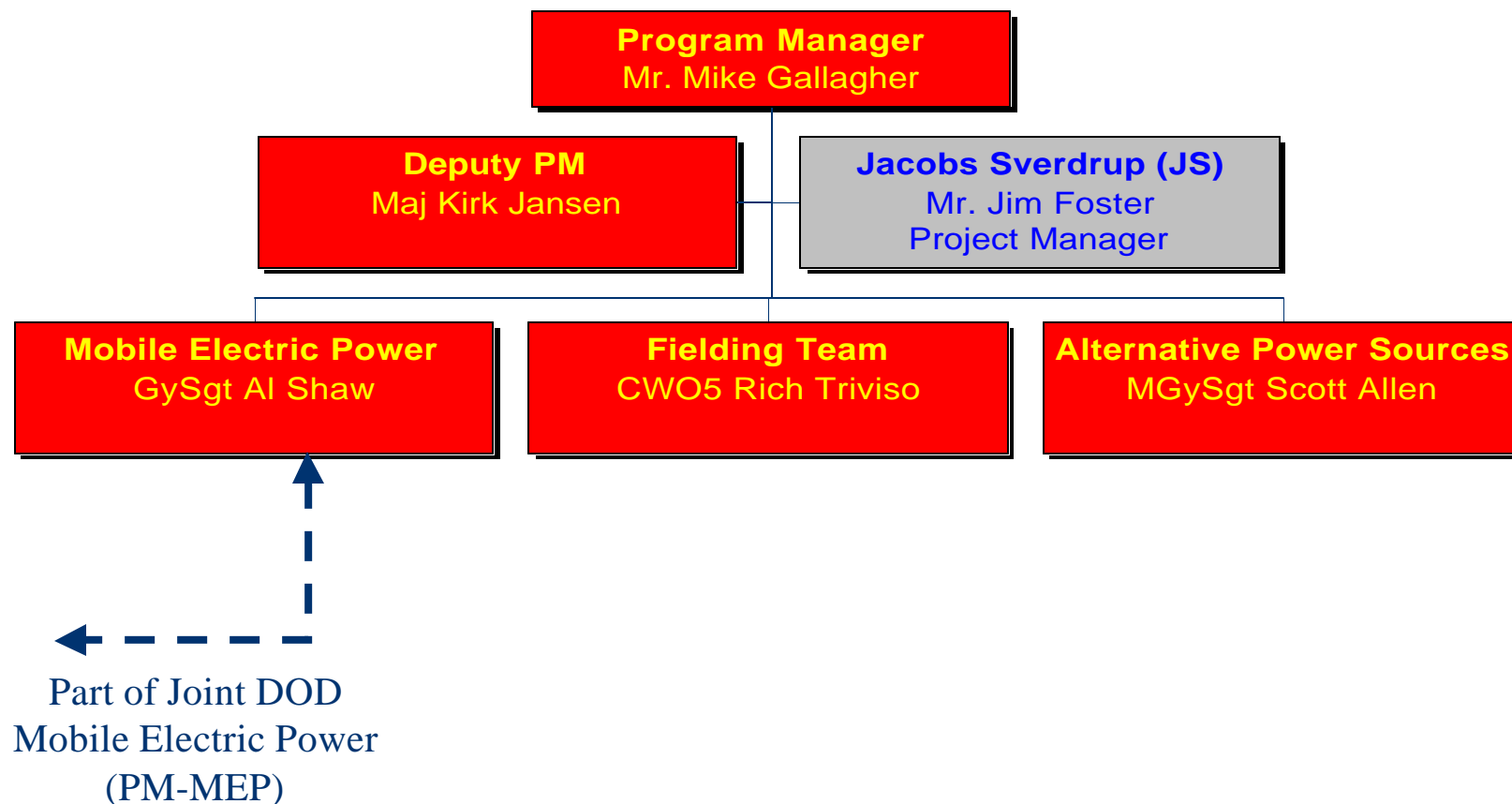


PM MTRV Organization





PM Expeditionary Power Systems Organization



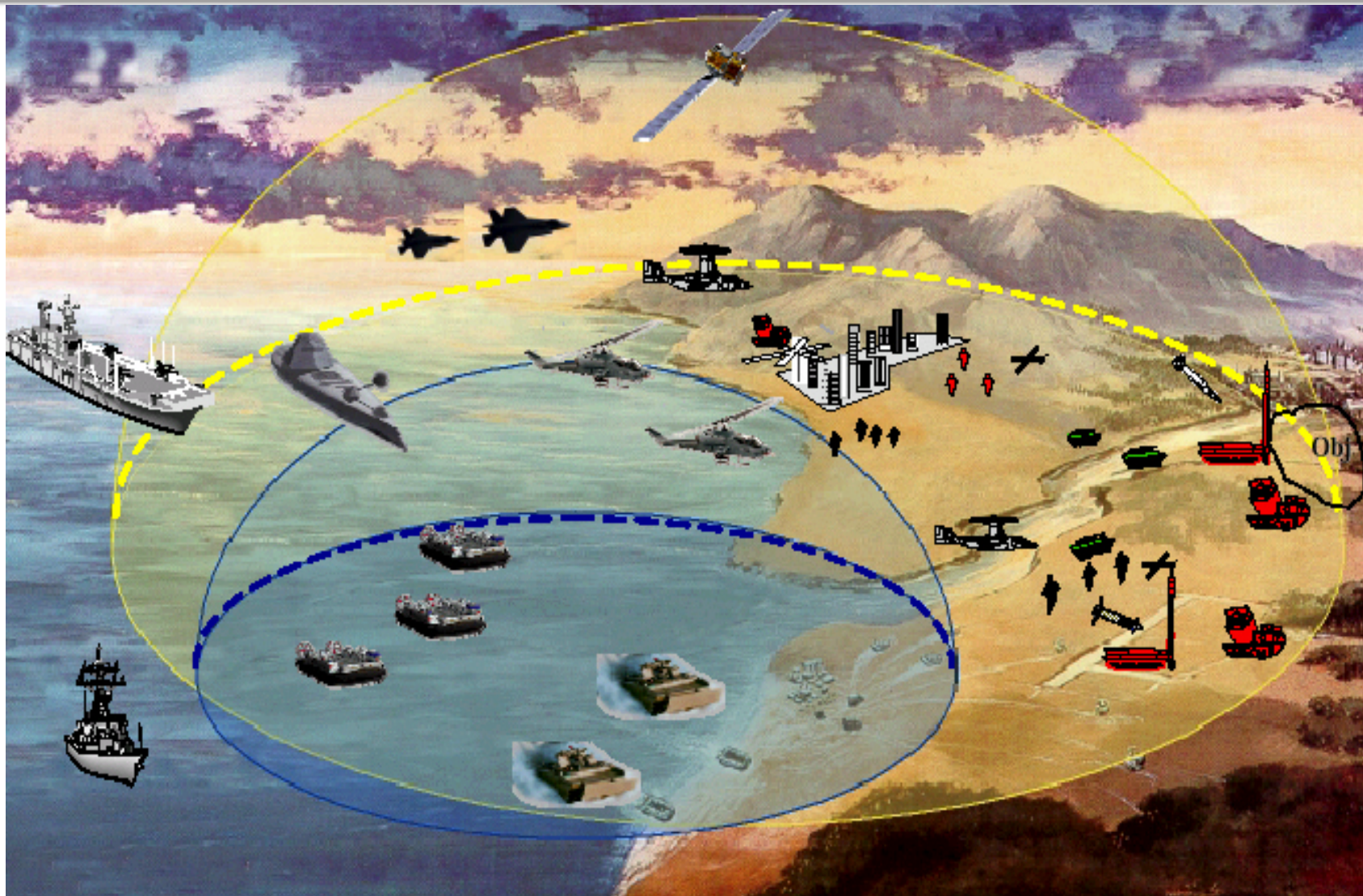


We are Moving....





Ground Transportation Programs For Expeditionary Maneuver Warfare





MTVR



DESCRIPTION

The Medium Tactical Vehicle Replacement (MTVR) is an ACAT II program to procure a cost-effective, state of the art system to replace the existing M809/M939 medium tactical trucks. The MTVR can readily negotiate terrain twice as rough as the current fleet's capability and has a mission profile of 70% off road and 30% on-road, increased payload (7.1 tons off road and 15 tons on road), and improved cross-country speed (up to 30 mph). It is also a safer, more reliable system through extensive use of proven commercial heavy truck componentry that meets today's over the road truck safety standards.

PROGRAM STATUS

- 5 Year Multi-year (Cargo & Variant Chassis)
 - LRIP FY99
 - PVT FY00
 - Full Rate FY01 - FY03
- IOT&E FY00
- Variant R&D (Wrecker, Dump)
 - DT FY01
 - Production FY03-FY04 (Wrecker & Dump)
 - Production FY03-FY04 (Trailer)
- Prime Contractor: Oshkosh Truck Corp., Oshkosh, WI

FUNDING PROFILE (\$M)

	FY99	FY00	FY01	FY02	FY03	FY04
RDT&E	2.5	6.8	1.0	2.0		
PMC	69.5	137.9	323.3	309.7	380.5	5.8

MILESTONE SCHEDULE

	FY99	FY00	FY01	FY02	FY03	FY04
MS III			◆1Q			
IOC				◆1Q		
FOC						◆3Q



Logistics Vehicle System Replacement



DESCRIPTION

The LVSR will replace the current heavy tactical vehicle fleet system that transports bulk liquids (fuel/water), bulk and breakbulk cargo, standardized containers, ammunition, and bridging. The LVSR will also provide a 5th wheel capability to haul heavy combat/engineer equipment and will provide the Marine Corps' heavy wrecker/recovery capability.

PROGRAM STATUS

- Analysis of Alternatives (AoA) completed May 2001
- Operational Requirements Document (ORD) validation and approval anticipated 2nd Qtr FY02
- Industry Day conducted at Quantico, 12 Dec 01
- Performance Specification under development for RFP release planned for 1st Qtr FY03
- Milestone B anticipated 3rd Qtr FY02
- Prime Contractor: TBD

FUNDING PROFILE (\$M)

	FY03	FY04	FY05	FY06	FY07
RDT&E	9	10	5	0	0
PMC		32	64	125	165
O&MMC					

MILESTONE SCHEDULE

	FY07	FY10
IOC	◆	
FOC		◆



P-19A Firetruck



DESCRIPTION



The Truck, Firefighting, Aircraft Crash and Structure Fire, A/S32P-19A (P19-A) Rebuild program is designated a ACAT IV (M) Minor Upgrade program. A critical asset in airfield operation providing Crash, Fire and Rescue (CFR) services. The P19-A series vehicle exceeded their planned service life of twelve years in 1997, and commenced a three-year program to rebuild the existing fleet. The P19-A is mobile, flexible, capable of operating in extreme weather conditions as well as in a Nuclear, Biological and Chemical (NBC) environment. Rebuilding will greatly increase its reliability.

PROGRAM STATUS

- Milestone I/III 4th Qtr FY96
- Production FY98-FY03
- Initial Operational Capability 3rd Qtr FY00
- Full Operational Capability 2nd Qtr FY03
- Prime Contractor for Rebuild: Crash Fire Rescue, Dallas, TX
- OEM: Oshkosh Truck Corp., Oshkosh, WI.

FUNDING PROFILE (\$M)

	FY99	FY00	FY01	FY02	FY03	FY04
RDT&E						
PMC	3.4	3.1			1.1	
O&M						

MILESTONE SCHEDULE

	FY96	FY97	FY98	FY99	FY00	FY02
MS I/III	◆					
IOC					◆	
FOC						◆



Aircraft Refueling Capability



DESCRIPTION

The program goal for the USMC is to field a cost-effective, state of the art replacement for the current fleet of M970 refueling units used to satisfy aviation requirements. The ARC is a 5,000 gallon, self propelled tanker truck refueler available through a GSA Contract. This alternative has the advantage of simplified acquisition, low administrative cost, and reasonable unit cost while providing a solution that meets performance and schedule requirements.

PROGRAM STATUS

- Production Decision contract 4th qtr FY01
- Initial Operational Capability 4th qtr FY02
- Full Operational Capability 4th qtr FY03
- Prime Contractor: Isometrics, Reidsville, NC.

FUNDING PROFILE (\$M)

	FY01	FY02	FY03	FY04	FY05
RDT&E	0	0	0	0	0
PMC	17.5	0	0	0	0
O&MMC					

MILESTONE SCHEDULE

	FY00	FY01	FY02	FY03	FY04	FY05
MS C		◆				
IOC			◆			
FOC				◆		



HMMWVA2



DESCRIPTION

The High Mobility Multipurpose Wheeled Vehicle A2 (HMMWVA2) is the 3rd generation design of the HMMWV. The HMMWVA2 is replacing the aging fleet of HMMWVs originally fielded to Marine Corps units in the mid-1980s. System upgrades include: improved braking system; microprocessor-controlled engine electrical start system; more powerful EPA compliant engine; electronically controlled transmission; improved corrosion prevention; and access panels to facilitate maintenance.

PROGRAM STATUS

- Replaces Existing Fleet of HMMWVs
- ADM Rebuy: 3rd Qtr FY98
- Approved Acquisition Objective (AAO): 19,280
- Production Began: 4th Qtr FY98
- Fielded FY99-FY01: 4,300 (22% of AAO)
- Initial Operational Capability: 1st Qtr FY00
- Full Operational Capability: ORD- FY10
Funded-FY07
- Prime Contractor: AM General, Livonia, MI

RDT&E

PMC

O&MMC

FUNDING PROFILE (\$M)

FY01	FY02	FY03	FY04	FY05	FY06	FY07
136.2	116.5	118.4	116.2	213.4	245.0	279.8

PROCUREMENT PROFILE

	FY01	FY02	FY03	FY04	FY05	FY06	FY07
QTY	2071	1625	1671	1333	2777	3301	2842



Interim Fast Attack Vehicle

DESCRIPTION

An accelerated acquisition program. The IFAV is the immediate answer for the Marine Corps' need to maintain the capability for fast attack vehicular maneuver when operating in the littorals. This capability was previously provided with the aging M-151 which was originally modified for this role in 1988. The Interim Fast Attack Vehicle is a short term solution (1999-2003) that is a commercially procured, diesel powered, internally transportable (CH-53) tactical vehicle. The IFAV overcomes the deficiencies (instability, lack of speed, poor reliability, gasoline powered, etc.) experienced with the M151 FAV. The IFAV accommodates an M-2 .50 Cal or MK-19 and is well suited for numerous USMC missions.



PROGRAM STATUS

- Milestone I/III 3rd Qtr FY99
- Commercial Procurement of 92 Vehicles
- Fielded:
 - 34 to I MEF
 - 34 to II MEF
 - 12 to III MEF
 - 12 for Supporting Establishment (MCWL, Naval Research Lab)
- Prime: Advanced Vehicle Systems Inc. Wash, DC

FUNDING PROFILE (\$M)

	FY99	FY00	FY01	FY02	FY03	FY04
RDT&E						
PMC	8.6					
O&MMC						

MILESTONE SCHEDULE

	FY99	FY00	FY01	FY02	FY03	FY04
MS I/III	◆					
IOC		◆				
FOC				◆		



Internally Transportable Vehicle



DESCRIPTION

The ITV will provide a deployed Marine Air-Ground Task Force (MAGTF) and Marine Expeditionary Unit – Special Operations Capable with a vehicle that is internally transportable in selected rotary and fixed wing aircraft. The vehicle will serve the MAGTF and MEU primarily as a high mobility weapons platform to support a variety of operations, especially the amphibious raid. The secondary purpose of this vehicle is to provide reconnaissance units equal or greater mobility than the MAGTF maneuver elements they support, thereby enhancing their mission performance and survivability.

PROGRAM STATUS

Jan 00: Commercial/Non-developmental approach selected
Oct 00: Competitive solicitation, two contracts awarded

- Advanced Vehicle Systems Inc, Washington, DC
- FLYER Defense LLC, Inglewood, CA

Mar 01: Vehicles delivered, 6-month assessment commenced
Oct 01: Planned downselect put on hold

MDA currently reviewing program alternatives and seeking MROC guidance
MCCDC convening a JORD IPT on 10 Dec 01 and revalidating all components of the JORD
MCCDC scheduled to back brief MROC in mid-Feb 02

FUNDING PROFILE (\$M)

	FY99	FY00	FY01	FY02	FY03	FY04
RDT&E				4.0	2.0	
PMC						TBD
O&M						

MILESTONE SCHEDULE

	FY95	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07
MS 0	◆								
MS I/II			◆						
MS III									
IOC (LSV)									
FOC (LSV)									

TBD



Multi-Fuel Motorcycle

DESCRIPTION

The M1030M1 program provides an important means of alternative transportation for a MAGTF commander. Capable of transporting two passengers, documents and/or light cargo, this motorcycle can augment military police support, convoy control, tactical/urban reconnaissance, transportation of forward observers or transport of communication traffic in the event of degradation/failure of the electronic communication systems. The M1030M1 is able to travel improved and unimproved roads, cross-country and congested urban terrain. The vehicle is capable of burning JP-4, JP-5, JP-8, Kerosene and diesel fuel.



PROGRAM STATUS

- Milestone I/III 2nd Qtr FY99
- Initial Operation Capability 4th Qtr FY02
- Full Operational Capability 4th Qtr FY04
- AAO- 465
- Prime Contractor: Hayes Diversified Tech.,
Hesperia, CA

FUNDING PROFILE (\$M)

	FY99	FY00	FY01	FY02	FY03	FY04
RDT&E						
PMC	2.3	1.9				
O&MMC				.60	.60	.60

MILESTONE SCHEDULE

	FY99	FY00	FY01	FY02	FY03	FY04
MS I/III	◆					
IOC				◆		
FOC						◆



Business Model/Principles



If you want to do business with us know that:

- We will avoid developing tactical wheeled vehicles, to any level of the WBS, with all our strength.
- We are willing to wait until commercial industry finds acceptance of their products in commercial markets.
- We intend to find the center of the automotive industry/market with our requirements and stay there.
- We want to reduce the number of different types of wheeled vehicles.



Business Model/Principles



- We have serious operational tactical reasons why we will be pushing fuel economy.
- Our primary focus will be on commercial automotive R&D activities- not DoD.
- We like the feeling of being treated as a commercial customer, and will demand the same responsiveness.
- We want to buy into commercial distribution systems whenever possible.
- We are willing to learn from you, how to be a better commercial/NDIA customer.



Future Opportunities



- 4th MEB Anti-Terrorist / Force Protection (New Equip)
- Vehicle Improvements from Lessons learned (Enduring Freedom)
- Modern Day Marine Exposition (Quantico, VA)
- Contracting opportunities (see <http://www.marcorsyscom.usmc.mil>)



Points of Contacts

PM Ground Transportation

Name	Section	Remarks	Extension	Email
Manley LtCol Thomas F	PM	PM	2507	ManleyTF@mcsc.usmc.mil
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Doran Maj Thomas	TACOM Liaison	HMMWVA-2	DSN 786-7507	DoranM@tacom.army.mil
Doyle Capt Christopher E	Organic Mobility	ITV	2576	DoyleCE@mcsc.usmc.mil
Ellis Mr Richard P	Operations Logistics Support	Team Lead	2510	EllisRP@mcsc.usmc.mil
Everly Mr Michael W	Combat Service Support	Team Lead	2578	EverlyMW@mcsc.usmc.mil
Murgo Mr Joseph B	Organic Mobility	Team Lead	2551	MurgoJB@mcsc.usmc.mil
Ostrom Mr Peter L	Organic Mobility	Engineer	2575	OstromPL@mcsc.usmc.mil
Rideout Mr Scott D	Combat Service Support	Engineer	2554	RideoutSD@mcsc.usmc.mil
Robinson Capt Edward	Combat Service Support	Flatrack	2556	RobinsonE@mcsc.usmc.mil
Smith MSgt Pamela J	Organic Mobility	Motorcycle	2552	SmithPJ@mcsc.usmc.mil
Thies Mr Russ M	Organic Mobility	Engineer	2573	ThiesRM@mcsc.usmc.mil

PM MTRV

Name	Section	Remarks	Extension	Email
Schuler LtCol Sue	PM	PM	703/784-3769	SchulerSI@mcsc.usmc.mil
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Reyburn Maj Robert	Assistant PM	Logistics	703/784-3791	ReyburnRS@mcsc.usmc.mil
Richmond Catherine	PCO	Contracts	703/784-3917	RichmondCM@mcsc.usmc.mil
Faulkner Andrew	Engineering	Chief Engineer	703/784-3781	FaulknerAM@mcsc.usmc.mil

PM Ground Transportation Main Number: 703-784-2242 or 3310

PM MTRV Program Office Number: individual extensions



Questions ?

